

Notice of Intent to Prepare a Supplemental Environmental Impact Statement for Seattle-Tacoma International Airport, Seattle, Washington

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of intent.

SUMMARY: The Northwest Mountain Region of the Federal Aviation Administration ("FAA") and the Port of Seattle ("Port") announce that the FAA and the Port, acting as joint lead agencies, intend to prepare a Supplemental Environmental Impact Statement (SEIS) for a proposal by the Port to develop a new parallel runway and other airport facility improvements to be examined in an update to the Seattle-Tacoma International Airport (Sea-Tac Airport) Master Plan.

SUPPLEMENTARY INFORMATION: On April 24, 1995, the FAA published in the Federal Register, a Notice of Availability of the Draft Environmental Impact Statement (DEIS) [60 FR 20149] for a proposal by the Port to develop a new parallel runway and other airport facility improvements at Seattle-Tacoma International Airport (Sea-Tac Airport). Public comments were taken on the DEIS from the date of its release until August 3, 1995. During the comment period, two public hearings were held, on June 1, 1995 and June 14, 1995. Final Environmental Impact Statement (FEIS) Appendix T, located in Volumes 5, 6, and 7, contains the transcript from the public hearings, and letters commenting on the DEIS which were received from the public and government agencies. FEIS Appendix R contains responses to the issues presented during the comment period.

The FEIS, approved by the FAA on February 1, 1996, was released to the public on February 9, 1996, (see 61 FR 5056). The FEIS addressed areas of public concern by way of modifications to the DEIS text and specific responses to public comments. The U.S. Environmental Protection Agency (EPA) published a notice of the availability of the approved FEIS, pursuant to 40 CFR 1506.10 (61 FR 6243) in the Federal Register on February 16, 1996.

Although the FAA did not solicit public comments on the FEIS (on issues other than air quality conformity), several public agencies, community groups, and citizens have nevertheless submitted written comments for agency consideration since issuance of the FEIS. An FAA Record of Decision was never issued for the proposed development.

During the intervening months, both the FAA and the Port have determined that the forecasts of aircraft activity and enplaned passengers used in the above referenced draft and final EIS's did not adequately account for the actual growth which has taken place at Seattle-Tacoma International Airport in the past year nor the potential for faster growth rates than expected in the EIS's. New forecasts have been prepared which will be used to determine: (1) changes in the timing of when certain development projects will be needed to meet the needs of the airport and (2) potential environmental impacts from proposed development.

The requirement for preparing the proposed SEIS is governed by Council on Environmental Quality Regulations (40 CFR Part 1502.9(c)) which defines two circumstances requiring the preparation of supplements to draft or final impact statements, as follows: (1) "The agency makes substantial changes in the proposed action that are relevant to environmental concerns"; or (2) "There are significant new circumstances or information relevant to environmental concerns and bearing on the proposed action or its impacts". The FAA and the Port believe both conditions now exist, therefore SEIS will be prepared.

The FAA and Port of Seattle have identified the following key areas for discussion in the SEIS including, but not limited to: noise and land use, social and socio-economic impacts, biotic communities, construction, earth, transportation and air quality.

Issued in Renton, Washington on December 20, 1996.

Lowell H. Johnson,

Manager, Airports Division, Federal Aviation Administration, Northwest Mountain Region, Renton, Washington.

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Notice of Intent to Rule on Application (97-04-U-00-MGW) to Use the Revenue From a Passenger Facility Charge (PFC) at Morgantown Municipal (Hart Field) Airport, Morgantown, WV

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of intent to rule on application.

SUMMARY: The FAA proposes to rule and invites public comment on the application to use the revenue from a PFC at Morgantown Municipal (Hart Field) Airport under the provisions of the Aviation Safety and Capacity Expansion Act of 1990 (Title IX of the

Omnibus Budget Reconciliation Act of 1990) (Public Law 101-508) and Part 158 of the Federal Aviation Regulations (14 CFR Part 158).

DATES: Comments must be received on or before January 27, 1997.

ADDRESSES: Comments on this application may be mailed or delivered in triplicate to the FAA at the following address: Mr. Elonza Turner, Beckley Airports Field Office, Main Terminal building, 469 Airport Circle, Beaver, West Virginia 25813-6216.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Mr. Bill Plutt, Airport Manager for the City of Morgantown at the following address: Morgantown Municipal (Hart Field) Airport Morgantown, West Virginia 26505

Air carriers and foreign air carriers may submit copies of written comments previously provided to the City of Morgantown under section 158.23 of Part 158.

FOR FURTHER INFORMATION CONTACT: Mr. Elonza Turner, Beckley Airports Field Office, Main Terminal building 469 Airport Circle, Beaver, West Virginia 25813-6216 (Tel. 304-252-6216). The application may be reviewed in person at this same location.

SUPPLEMENTARY INFORMATION: The FAA proposes to rule and invites public comment on the application to use the revenue from a PFC at Morgantown Municipal Airport under the provisions of the Aviation Safety and Capacity Expansion Act of 1990 (Title IX of the Omnibus Budget Reconciliation Act of 1990) (Public Law 101-508) and Part 158 of the Federal Aviation Regulations (14 CFR Part 158).

On November 20, 1996, the FAA determined that the application to use the revenue from a PFC submitted by the City of Morgantown was substantially complete within the requirements of section 158.25 of Part 158. The FAA will approve or disapprove the application, in whole or in part, no later than March 17, 1996.

The following is a brief overview of the application.

Level of the proposed PFC: \$2.00

Proposed charge effective date:

January 1, 1995

Proposed charge expiration date:

December 1, 2001

Total estimated PFC revenue:

\$251,200

Brief description of proposed projects: The PFC funds will be utilized to fund the local share of a proposed AIP project to repair Taxiway "A".

Class or classes of air carriers which the public agency has requested not be required to collect PFCs: None.